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Our Ref: ULE90130-SW-LET-00283  
Your Ref: 40.11.04

cc: Trudi / Ailsa  
Geoff / Susan

20<sup>th</sup> October 2006

tie Limited  
CityPoint, 1<sup>st</sup> Floor  
65 Haymarket Terrace  
Edinburgh  
EH12 5HD

Attention: Ailsa McGregor

Dear Ailsa

**Infraco ITN Documentation**

*To Geoff, Bob D, Ailsa, Trudi, Susan*  
*I note content which seems misguided, of concern to the implied idea that we have made up some of this without ref to SDS - also design - in approval resp of SDS - do they have a valid point - have we fiddled your I? I would like to see a comprehensive response to this content - dated 29/10.*

We thank you for your letter of 16<sup>th</sup> October 2006 Reference 40.11.04 and the copies of Volumes 1 (ITN & Appendices) and 5 (Employer's Requirements) of the Infraco ITN.

Firstly, in respect of Volume 1, we note the point of contact for the Infraco bidders as being Bob Dawson. We have already advised you that we have instructed our staff to be aware of the circumstances and ensure that they are prudent when talking to the industry. PB are a large company and have many projects on the go at any one time however I am pleased to advise that there is an embargo on all information pertaining to your project.

Our request to tie was for the full Infraco ITN documentation, (less any commercially sensitive information) such that we may provide a complete review of the documentation and inform tie of scope conflicts or gaps within contracts. Without the full documentation it will not be possible to carry out a full examination and provide a concise report. Without full documentation we will not be able to report on potential/actual changes to functionality, scope, scope creep, gaps, constraints and any issues between the original Functional Requirements, the Requirement Definition Documentation and the final Employer's Requirements. Please see bullet point four below as an example where we are not able to carry out a complete exercise without the full information.

*What about?*

it is noted that tie have included the SDS contract to each Infraco and we respectfully request the same opportunity to view both Infraco ITN documentation and the executed MUDFA contractual documentation.

*What about?*

We have requested details of your procedure for responding and managing such enquiries as we wish to ensure we comply with your requirements. To date nothing has been forthcoming however we also note that the Infraco tenderers have been instructed not to make contact with SDS or the tenderers for the Tramco Contract.

*Why not share?*

We further note your proposal to arrange formal meetings between the parties on an as required basis and we would ask that we receive as much advance information as possible in terms of the questions to be raised and the timing of such meetings as we may require to mobilise resources from our other offices in order to do justice to such meetings.

We notice Volume 5 - the Employers Requirements - has been significantly reformatted since our involvement in the production of the previous versions of this documentation earlier this year however we are pleased to receive these copies as you will recall we have sought copies on a number of occasions, our letters of 19<sup>th</sup> July 2006, Ref: ULE90130-SW-LET-00193 and 2<sup>nd</sup> October 2006, Ref: ULE90130-SW-LET-00285 refer, as we believe it is essential that our designers are aware as to your current requirements

*Good?*

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It is our intention to continue a review of this documentation however at this time I am only able to offer some high level observations in view of the complexity of this new document, which we note is now formatted as Functionality, Scope and Constraints, and the time scale you have made available to us

In the mean time having carried out a quick review of the contents of Volume 5 and I am able to confirm that we do not see anything which is not achievable, however we need further time to fully assess the implications of such things as

- System Acceptance procedures and criteria including all those activities summarised in the tie System Commissioning Model (Page 39 of 492) and the implication of the statements made in respect of a performance logging system to be located within the Control Room.(Page 50 of 492).
- The provision of Ticket Vending Machines by the Infraco from tie as our understanding was that the procurement and installation etc of the TVM's would form part of the Infraco Works.
- The definition of the ride quality to be tested against -- Page 47 Of 492.
- Reliability criteria as defined in 11.3 page 52
- We require sight of and copies of the tie Policy Documents referred to in 2.6 -- Pages 116, 157, 160 etc. *See above*
- We need to review the schedule of definitions in order to ensure our documentation is compliant -- Pages 119 -- 112 *See above*
- The requirement for the provision of an Asset Register tagged to a digitised Ordinance survey data and linked to as built documentation.
- the tie definition of 'System Interfaces', the reference to the preliminary Design Phase Interface Register and the statement that the Infraco being responsible for the development of the top level interfaces. Pages 137 -- 153.
- The expansion of the Employers Requirements covering Structures and Civil Engineering -- in particular the reference to tie policies-- see above -- and finishes.
- Whilst we recognise the Track Parameter schedule on pages 163 to 173 we need to check the contents for consistency with earlier issues.
- Tramstops -- Page 195 -- Clause 2.6 - we note that tie now require Tramstops to be fed from the local DNO.
- We require to check if the proposed two Depot CCTV systems are covered in our design. Page 198 Clause 2.6.1 last two bullets.
- We need to check if the schedule of accommodation (provisional basis) -- Pages 200 -- 204 -and the Provisional Preliminary Schedule of Plant and Equipment (pages 205 -- 208) are reflected in the depot design/layout drawings we have produced so far.
- The Scope of the Supervisory Control & Communications Requirements appears to have changed and we require time to enable our technical staff, who have been party to a number of discussions with your design staff over the past few months, to review this section and assess the implications inclusive of the requirement to export images to third parties and import images from third parties. Page 259 -- Clause 2.7.3.



- Clause 2.7.3 also refers to cameras, rather than a camera, to be positioned to cover a number of equipments which is emphasised in Clause 3.1.16 - Page 3.1.4, which states that the operation of a Passenger Help Point ( and the initiation of a TVM Alarm) shall cause the relevant camera image to be transferred to the control room Staffs local display. The original concept was that such operation would trigger the pan, tilt and Zoom mechanism of a single stop platform camera to focus onto the party initiating the operation. Clarification is sought.
- AFC – page 424 - see comments above.
- We need to review your Infrastructure Maintenance Requirements to ensure they do not impact on the design principles. *Study this is unnecessary*
- Programme – Pages 454 onwards – whilst we have been party to the provision of certain parts of this information, again we need time to review the contents.

As with other comments above we need to review this document on a page by page basis to ensure nothing slips through the net and our designers are able to provide the necessary documentation etc to meet your requirements.

We remain available to assist as you may require and will come back to you as soon as our review is complete.

Yours faithfully



*PP*  
David Hutchison  
Parsons Brinckerhoff

cc. David Hutchison  
Jason Chandler  
Jonathan Bloe  
SDM's  
Jes Hansen  
Day File